



<b><u>QUALIFICATION</u></b>	<b>:</b>	<b>B COM HONOURS</b>
<b><u>MODULE</u></b>	<b>:</b>	<b>TRANSPORT POLICY FORMULATION AND INSTRUMENTS</b>
<b><u>CODE</u></b>	<b>:</b>	<b>TRE8X01</b>
<b><u>DATE</u></b>	<b>:</b>	<b>JUNE 2018 MAIN EXAMINATION</b>
<b><u>DURATION</u></b>	<b>:</b>	<b>180 MINUTES</b>
<b><u>TIME</u></b>	<b>:</b>	<b>08:30-11:30</b>
<b><u>TOTAL MARKS</u></b>	<b>:</b>	<b>180</b>

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<b><u>EXAMINER(S)</u></b>	<b>:</b>	<b>PROF J WALTERS/ MR T MBARA</b>
<b><u>MODERATOR</u></b>	<b>:</b>	<b>MR H LEMMER</b>
<b><u>NUMBER OF PAGES</u></b>	<b>:</b>	<b>4 PAGES</b>

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**INSTRUCTIONS TO CANDIDATES:**

- Question papers must be handed in.
- This is a closed book assessment.
- Read the questions carefully and answer only what is asked.
- Number your answers clearly.
- Write neatly and legibly.
- Structure your answers by using appropriate headings and sub-headings.
- Answer questions 1-2 on one answer sheet and questions 3-6 on a different answer sheet.

The general University of Johannesburg policies, procedures and rules pertaining to written assessments apply to this assessment.

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**QUESTION 1**

**(30 MARKS)**

The policy process of integrated analysis is designed to provide policy-relevant information about a number of questions that, in turn, yield types of information (policy informational components). You are required to reflect on:

- (i) The policy-relevant information **and** the policy informational components of policy analysis (20)
- (ii) The four strategies (and their respective components) that can be adopted in policy analysis by illustrating them in a diagram that depicts the process of integrated analysis (10)

**QUESTION 2**

**(45 MARKS)**

Problem structuring is a central activity that affects the success of all phases of policy analysis. Analysts seem to fail more often because they solve the wrong problem than because they get the wrong solution to the right problem. Evaluate problem solving in policy analysis under the following sections:

- (i) The nature of policy problems that the policy analyst could expect (5)
- (ii) The characteristics of policy problems (12)
- (iii) Problem sensing versus problem structuring and problem solving. The relationship between “sensing”, “structuring” and “solving” can be explained by means of a diagram (20)
- (iv) The classification of policy issues (8)

**QUESTION 3**

**(36 MARKS)**

- (i) In making policy prescriptions, a number of interrelated questions must be addressed. The answers to such questions are as relevant to the private sector as they are to the public sector. However, there are important differences between these two sectors. **Discuss the issues that makes policymaking in the public sector different from the private sector. (8 marks)**
- (ii) While the logic of profit maximization might be applied to certain kinds of public goods, there are reasons why concepts of profit and opportunity costs are difficult to apply to problems of public choice. **Provide a reasoned account on the difficulties of applying profit and opportunity cost concepts to problems of public choice. (8 marks)**
- (iii) Contrasts between public and private choice do not mean that the logic of profit maximization is entirely inapplicable to public policy. There are limits to the logic of privatization when applied to public problems. These limits as well as strengths are evident in Cost Benefit Analysis (CBA), an important approach to policy prescription. **Examine the characteristics, strengths and limitations of the CBA approach. (20 marks)**

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**QUESTION 4**

**(26 MARKS)**

Read the following scenario and answer the questions that follow:

City X has experienced unprecedented growth in the last decade. Population and number of motor vehicles are increasing at the rate of 3% and 2.5% respectively. Although there are conventional buses operating in the city, their reliability is greatly reduced by the competing informal paratransit modes which include minibuses and small vehicles used as public transport. The streets leading to the Central Business District (CBD) experience severe congestion during the peak periods. Most of the congestion is caused by the paratransit and small private vehicles. The Local Authority has no skilled manpower to plan and implement appropriate traffic management schemes to ameliorate the congestion problem. In order to address the situation, the Local Authority responsible for managing the affairs of City X resolved to accord conventional buses priority on the busiest corridor by constructing bus lanes to be exclusively used by buses. By implementing this decision, the Local Authority concluded that; the turnaround time of buses on the corridor would reduce from 90 minutes to 40 minutes, congestion would significantly reduce when most people shift from private cars to buses as reliability of public transport would have improved and the aesthetics of the city would also improve. As the outcome of bus lanes (new alternative) has better benefits compared to the status quo, the Local Authority chooses the former and orders immediate construction of the bus lanes.

**Outline the characteristics and conditions of the simple model of choice (12 marks) and critique whether the case described above may satisfy or fail to satisfy the three necessary conditions for a simple model of choice (14 marks).**

**QUESTION 5**

**(28 MARKS)**

The bulk of labour-intensive road works in the Expanded Public Works Programme (EPWP) is centered on routine road maintenance. This type of works was first initiated in KwaZulu-Natal Province through the Zibambele programme and later replicated in other provinces. In 1999, the KwaZulu-Natal Department of Transport (DoT) piloted the Zibambele programme by awarding 2,700 routine road maintenance contracts. The project entailed the engagement of local community and in particular targeted women. Training was provided and included technical skills on the correct way to maintain roads as well as a social development and life skills component. [Adapted from: Department of Works, 2012. Study on Enhancing Labour Intensity in the Expanded Public Works Programme Road Infrastructure Projects FINAL REPORT]

**With reference to the above project, explain the relevance of the following four performance concepts; inputs, processes/activities, outputs and impacts in the execution of the project (20 marks) and the applicability of the following performance indicators; economy, efficiency effectiveness and equity. (8 marks).**

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**QUESTION 6**

**(15 MARKS)**

- (i) Define formal evaluation and explain the differences between *summative* and *formative* evaluation (7 marks)
  
  - (ii) Monitoring permits the production of information about the causes and consequences of policies and performs at least four major functions in policy analysis. **Citing examples where appropriate, discuss these four major functions of monitoring. (8 marks)**
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